

## Civil Aviation News . . .

provide, *inter alia*, that the efficiency of each service shall, in the public interest, be maintained to the satisfaction of the government; that where Dakota aircraft are employed in the first instance, they shall be replaced by more modern aircraft of approved type not later than specified dates varying between July, 1949, and January, 1952, according to the nature of the service; that new services shall be started by specified dates varying between August, 1948, and July, 1949, according to the urgency of the case and the preparations involved; and that the government shall have the right to nominate two directors to the board of directors of each of the airline companies.

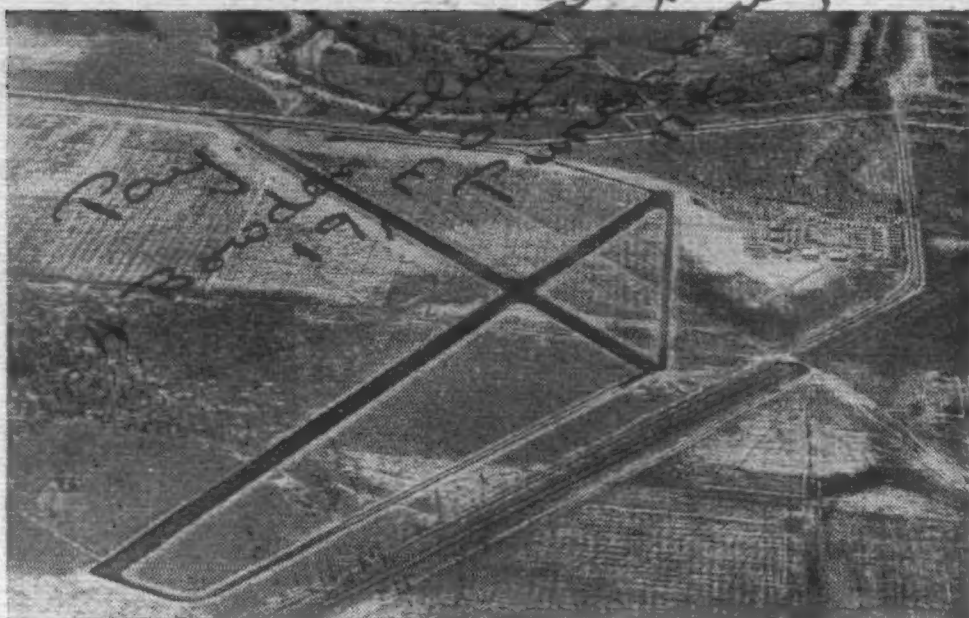
In accordance with the recommendations of the Advisory Board, and subject to the agreement of the governments concerned, Orient Airways will operate the following routes and frequencies with Dakota aircraft: Karachi-Quetta-Lahore (twice weekly), Karachi-Lahore-Rawalpindi-Peshawar (three a week), Karachi-Delhi - Allahabad - Calcutta - Dacca - Chittagong (three a week), Karachi-Ahmedabad-Bombay (three a week), Karachi - Quetta - Zahidan (Duzdab) - Meshed-Teheran, once weekly, Calcutta-Dacca (daily), Dacca-Chittagong-Sylhet (daily), Calcutta-Chittagong (daily), and Chittagong-Akyab-Rangoon (daily). Pak Air Services will operate as follows: Karachi-Lahore (daily), Karachi-Delhi (daily), Lahore-Delhi (daily), Lahore-Rawalpindi-Peshawar (three a week connecting with the Lahore-Delhi service), Karachi-Bombay-Colombo (three a week), Karachi-Calcutta-Rangoon-Singapore (three a week), and Karachi-Cairo, via intermediate points to be agreed (twice weekly). The first two routes will be operated with Vikings, and third and fourth with Dakotas in the first instance and the last three with Skymasters. Air transport licences, which are effective from July 1st, 1948, except where negotiations with other governments has necessitated a later date and will be valid for seven to eight years.

### B.S.A.A. SUBSIDIARY

THE registration in Trinidad of the new British West Indian Airways, Ltd., as an associate of B.S.A.A., has now been completed. Directors of the new company are Mr. J. W. Booth, chairman, A. Cdre. H. G. Brackley, Mr. G. G. R. Sharp (Jamaica), the Hon. Adam Storey (Trinidad), and Mr. H. B. Wooding (Trinidad), but in order that the board shall be fully representative of West Indian interests, additional local directors will be appointed. Lieut. Commander A. D. S. Murray, who is also a member of the board, is general manager. Headquarters of B.W.I.A. is at Port of Spain, Trinidad, and services are operated in the Caribbean area, to Georgetown (British Guiana), Caracas (Venezuela) and Belize (British Honduras) on the mainland. Connections are made at Kingston, Jamaica, with B.S.A.A.'s route from the U.K. and also with the service to Miami, Florida. Future extensions are being planned for services to Central America and to islands in the Caribbean, and the new company will embark on a programme of re-equipment, as a beginning to which five Vickers Viking aircraft were purchased some time ago to replace the Lockheed Lodestars at present being used. Although the company's assets were acquired last year by British International Airlines, a subsidiary of B.S.A.A., as announced in *Flight*, October 16th, 1947, it has a completely autonomous existence. The resources and technical assistance of B.S.A.A., however, have been placed at its disposal.

### B.E.A.'s EXTENDED ACTIVITIES

FIGURES issued by B.E.A. for the year ended March 31st, 1948, show a substantial growth in passengers and freight carried above the capacity offered by increased route mileage. Statistics for April, 1948, which have also been issued, are of particular interest in that they offer the first opportunity for direct comparison with a corresponding month in 1947, as the last private concern to be taken over by the State was not absorbed until April 12th. The following are the figures for April, 1948, with those for April, 1947, shown in parentheses, and the totals for the year ending March 31st, 1948, are also given: Stage flights completed 5,118 (6,315), total 70,015; mileage flown 925,000 (911,000), total 12,539,000; revenue pas-



**FOG FREE:** Narromine airfield in New South Wales has been selected as the alternative to Kingsford Smith airport at Mascot, Sydney, from which it is 200 miles distant. It has two bitumen-surfaced runways, one 2,000 yds and the other 1,300 yds long. The airfield was an E.F.T.S. during the war and is noted for its freedom from fog, and approaches which are completely without obstruction.

sengers carried 38,529 (28,694), total 520,995; revenue passenger miles flown 10,691,000 (6,505,000), total 123,191,000; excess baggage 143,000 lb (94,600), total 1,546,000; G.P.O. mail carried 312,400 lb (244,200), total 3,108,600; diplomatic mail carried 4,400 lb (15,400), total 103,400; freight carried 508,200 lb (356,400), total 5,106,200; route mileage 14,000 (14,600), total 15,000; route density 83.1% (50.7), monthly average 72.25%.

Following the return of all-up mail to Europe, i.e., the same postal letter rates for air mail as for normal surface mail to all European countries except Germany, Poland and Iceland, B.E.A. now operate a revised freighter network which consists of both scheduled and non-scheduled services, the operation of the latter depending upon the load available. A large proportion of the mail will, however, be carried in the regular passenger Vikings, and it is estimated that the present mail load of 8½ tons per week will increase to approximately 27 tons. At present scheduled night freighters fly five services per week on the London-Amsterdam-Copenhagen-Hamburg-London route, and three services per week on the London-Marseilles-Rome-Athens route, one of which will be extended to Istanbul in August. Non-scheduled routes operated are London-Brussels-Paris, three flights weekly; London-Bordeaux-Madrid, once weekly, with alternating extensions to Lisbon and Gibraltar; London-Basle-Zurich, once weekly, and London-Liverpool-Manchester, once weekly.

A further extension of B.E.A.'s activities is the operation of duplicate services on the Glasgow-Belfast route during July with 21-seater Dakota aircraft, which adds 580 extra seats to the 4,000 already available on that route.

### AIR NAVIGATION ECONOMICS

REFERENCE was made in *Flight*, July 1st, to the important discussions at the Second Assembly of the International Civil Aviation Organization in Geneva on the economics of navigation facilities. Two delegates proposed that the I.C.A.O. Council should lay down foundations for a fair, economic, and uniform system by which airlines and other users of airports and air navigation facilities installed and maintained by various member nations of I.C.A.O. would pay a proportion of costs. The New Zealand and Irish delegates requested that the whole field of the economics of civil airport and air navigation facilities should be embraced in an investigation, and particular emphasis was laid upon the urgency of the problem. It was suggested that data either immediately available or readily procurable should form a temporary basis for determining what charges should be made. Charges are made at present for the use of most airports, but not for such services as air traffic control, for meteorological information, or for the use of radio and radar aids. The subject has been a controversial one for a long time, and the Council's initial study of the problem was instituted subsequent to the first I.C.A.O. Assembly in 1947. The resolution will now have to be considered first of all by the Assembly's economic commission, and then by the full Assembly itself.